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CLASSIFICATION ~~SECRET/CONTROL/HIS OFFICIALS ONLY~~COUNTRY Germany (Soviet Zone)REPORT NO. [REDACTED]TOPIC Leipzig Central Motor Vehicle Repair Shop

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EVALUATION [REDACTED]DATE OF CONTENT [REDACTED]DATE OBTAINED [REDACTED]REFERENCES [REDACTED]PAGES 2 ENCLOSURES (NO. & TYPE) [REDACTED]REMARKS [REDACTED]TURN TO CIA
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SOURCE [REDACTED]

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1. Prior to early September 1950, the motor vehicle repair shop of Soviet Unit A [REDACTED] was located at the former Buessing Plant at 32 Linkelstrasse, Leipzig K-26. The installation, which had a work force of 850, had branch shops in the former Koellmann Plant in Wurzen (N 52/G L2) and in Apolda (N 52/J 67) with about 350 and 300 employees respectively. *
2. Only Soviet-made Studebakers and Fords were thoroughly overhauled there. Spare parts needed for these types of vehicles were manufactured at this motor vehicle repair shop. The superior headquarters of the repair shop was the Central Motor Vehicle Administration on Pappelallee in Potsdam. The vehicles in need of repair were turned in to the repair shop in Wurzen where they were disassembled. The motors and transmissions were sent to the main repair shop in Leipzig, and the axles to the shop at the Koellmann Plant, while the bodies were handled in Wurzen on an assembly line. After the inspection and repair of the individual vehicle components they were returned to Wurzen for assembly. Up to 80 percent of the spare parts manufactured in the individual shops were stored in their depots. Every month shipments left for the delivery depot in Wildau (N 53/V 02) from where they were presumably shipped to the U.S.S.R. Gears and shafts were manufactured at the former Koellmann Plant while grey iron casting, mainly cylinder sleeves (Zylinderlaufbuchsen) and piston rings were made in Apolda. *
3. Personnel of the central motor vehicle repair shop in Leipzig included: Major Khudentsky, (fnu), commanding officer; Lieutenant Colonel Chursin, (fnu), political officer; Lieutenant Colonel Shmalkov, (fnu), in charge of depots and the procurement section; Lieutenant Colonel Dakhayeff, (fnu), manager of all the assigned shops; Major (Tech) Bobolyev, (fnu), chief of the technical bureau; Khevtsov, (fnu), chief of the technical acceptance section; Major (Tech) Baranovski, (fnu), chief of the machine park and the repair section; Captain Khorost, (fnu), business manager and head of the financial section; Zablankhikov, (fnu), manager of the branch shop in Apolda.

B L O H

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No Change in Class. ☐☐ Declassified

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2



25X1A

25X1A

25X1B * ~~CONFIDENTIAL~~ Comment. The repair shop is a branch installation of the 54th Central Repair Shop, ~~CONFIDENTIAL~~. The APW was also observed in Wurzen and Apolda.

25X1A ** ~~CONFIDENTIAL~~ Comment. In September 1948, Major (Tech) Baranowski, (Inu), was reported to be a section chief of Unit ~~CONFIDENTIAL~~ in Leipzig.

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